

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Canceled)
2. (Currently Amended): The brake application system according to Claim 23, wherein the combined device for the emergency release and auxiliary release of the brake is integrated in a wear adjuster having a helical gear; ~~the helical gear has the~~ includes first and second screw connection parts which include, the first screw connection part including a threaded spindle and the second screw connection part including a nut, which nut can be screwed on this the threaded spindle; and at least one of the screw connection parts is electrically actuated for the emergency and auxiliary release of the brake.
3. (Currently Amended): The brake application system according to Claim 2, wherein the ~~one second~~ screw connection part of the helical gear for the emergency and auxiliary release of the brake is rotationally actuated by the common electric drive unit.
4. (Currently Amended): The brake application system according to Claim 3, wherein the ~~other first~~ screw connection part of the helical gear for the wear adjustment is rotationally actuated by another a second electric drive unit.
5. (Currently Amended): The brake application system according to Claim 4, wherein, at least during the actuating of the ~~other first~~ screw connection part in one rotating direction for the wear adjustment, the one second screw connection part is held in a non-rotatable manner.
6. (Currently Amended): The brake application system according to Claim 5, wherein the ~~one second~~ screw connection part is coupled with the common electric drive unit by an unlockable a lockable free wheel; and the ~~unlockable~~ lockable free wheel permits a rotation of the ~~one second~~ screw connection part by the common electric drive unit in one direction for the wear adjustment and is constructed for blocking this the rotation if it the rotation is not caused by the common electric drive unit.

7. (Currently Amended): The brake application system according to Claim 4, wherein the ~~another~~second electric drive unit of the ~~other~~first screw connection part is actuated independently of the common electric drive unit of the ~~one~~second screw connection part.

8. (Currently Amended): The brake application system according to Claim ~~[[4]]~~2, wherein the common electric drive unit of the ~~one~~second screw connection part ~~contains~~includes an electric motor with a gearing on the output side, whose gearing output is rotationally coupled with the ~~one~~second screw connection part.

9. (Currently Amended): The brake application system according to Claim 8, wherein the ~~one~~second screw connection part is coupled by a slip clutch with the common electric drive unit and has an application surface for the application of a rotating tool.

10. (Cancelled)

11. (Currently Amended): The brake application system according to Claim 10, wherein the ~~unlockable~~lockable free wheel includes a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

12. (Currently Amended): The brake application system according to Claim 11, wherein the ~~another~~second electric drive unit of the ~~other~~associated with the first screw connection part ~~contains~~includes an electric motor with a gearing on an output side, whose gearing output is rotationally coupled with the ~~threaded spindle~~first screw connection part.

13. (Previously Presented): The brake application system according to Claim 12, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the d.c. motor as well as one or more gearwheel stages arranged behind the planetary gearing.

14. (Currently Amended): The brake application system according to Claim 4, including a clutch in front of the ~~other~~second electric drive unit of ~~of~~associated with the ~~other~~first screw connection part, by ~~means of the~~which clutch, in the event of the presence of an axial force originating from a braking, the first screw connection part is non-rotatably

coupled with a non-rotatable part and, ~~is otherwise in the absence of an axial force originating from a braking,~~ is uncoupled from the non-rotatable part.

15. (Previously Presented): The brake application system according to Claim 14, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a result of friction against one another.

16. (Currently Amended): The brake application system according to Claim 15, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the ~~other~~ first screw connection part.

17. (Currently Amended): The brake application system according to Claim 16, including a threaded pin of the ~~other~~ first screw connection part, and the threaded pin is screwed into an internal thread constructed in a bottom of the conical sleeve.

18. (Currently Amended): The brake application system according to Claim 17, including a first gearwheel meshing with a ~~gearing output side~~ second gearwheel of a gearing and ~~being the second gear wheel is~~ coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

19. (Currently Amended): The brake application system according to Claim 18, including a slip clutch between the ~~other~~ second electric drive unit and the ~~other~~ first screw connection part, and the slip clutch is constructed to be slipping when stop positions have been reached and is otherwise coupling.

20. (Currently Amended): The brake application system according to Claim 19, wherein one stop position is formed by the application of the brake pads on the brake disc, and the ~~other~~ another stop position is formed by a ~~serewing~~ screwed end position, in which the ~~other~~ first screw connection part is screwed to the stop into the ~~one~~ second screw connection part ~~to the stop, or vice versa~~ the second screw connection part is screwed to the stop into the first screw connection part.

21. (Currently Amended): The brake application system according to Claim 20, wherein the slip clutch is arranged between the cone clutch and the ~~other~~ second electric drive unit ~~of associated with the other~~ first screw connection part.

22. (Currently Amended): The brake application system according to Claim 21, wherein the slip clutch ~~contains~~ includes balls pretensioned by a defined spring pressure in grooves, the grooves being constructed on a face of the ~~gearing-output-side~~ first gearwheel, and the balls being held in bores of a ring non-rotatably held on ~~the~~ a cylindrical projection of the conical sleeve.

23. (Currently Amended): A brake application system for vehicles, particularly rail vehicles, including:

a combined device for an emergency release of the brake and for an auxiliary release of the brake;

the emergency release being a release of the brake that is a braking power reduction of the braking application system being acted upon by a braking power;

the auxiliary release being a release of the brake that is not being acted upon by a braking power; and

the combined device is electrically actuated by a common electric drive unit.